

THE SARUM MODEL TRACTION ENGINE CLUB

Affiliated to the Southern Federation of Model Engineering Societies.

Newsletter number 27. May 2013

www.sarummodeltractionengineclub.co.uk

Welcome to the Sarum Model Traction Engine Club newsletter.

Your Committee members are:

Pete Parrish, Chairperson
Charlie Warne, Treasurer
Roger Melton, Committee member
John Findley, Committee/webmaster
Martyn Jones, Secretary/Newsletter editor

Forth Coming Events.

- 21st July.** **Durrington Village Show and Classic Vehicle Gathering.**
Coal and water supplied. Details. Martyn Jones 01980 653385.
- 3rd,4th August** **Club 2 day steam up and road runs,** overnight camping etc, non club members welcome with engines at the club house, Andover. Further details from Peter Parrish, tel. 01980 610346, (coal and water supplied).
- 25th August.** **Wallop Vintage Gathering and Car Boot Sale** at the Over Wallop Sports Field, Salisbury Lane. 10.00am-4.00pm. Sarum Club has been invited to attend. Entry forms from club secretary.
- 26th August.** **Newton Tony Steam Up and Road Run** (Bank Holiday Monday, Newton Tony Village Feté) Coal and water supplied, details Pete Parrish.

Club members have been invited to enter the Wessex Midsummer Vintage Gathering 2013 held on the 15/16th June near Semington on the A361 between Trowbridge and Devizes. Entry forms and details from Eric Gay tel. 01225 754374.

Club members have also been invited to enter the Vintage Nostalgia Show to be held on the 31st May and the 1st and 2nd June in the beautiful surroundings of Stockton Park, Stockton, Wiltshire. (A36 between Salisbury and Warminster). There is an exhibitors entry fee but there is lots of entertainment over the three days, further details on www.vintagenostalgishow.co.uk

Date for the Diary 14th July, “Brown and May” Day, Devizes, Wiltshire. Brown and May Ltd was a well known firm in its day, whose works were the North Wilts Foundry, Devizes. They were best known for their portable steam engines which were manufactured for over sixty years. Other types of engine were also built including traction engines, steam tractors and oil engines. The company produced over 9000 engines and they were exported all around the rapidly developing world especially Australia, Russia and South America, the company ceased trading in 1913. Surviving portable engines can be found predominantly in Australia and New Zealand, several have been rescued and restored in England. Few road vehicles survive but the only two in this country 1912 Showman’s Traction Engine “General Buller” and 1909 Steam Tractor along with several portables will be in steam at The Trailer Centre, Devizes .

A Life Time Passion for Steam, by Mike Penny. (continued from the March Newsletter)

The next rally was at Chilcombe near Winchester again I am sorry to admit I remember very little about this event, the one thing that sticks in my mind was that it was a wet day, the last wet weekend we had until early October it was a glorious summer for rallies. After the Chilcombe rally we put the Prince in a farm yard close to the rally field ready for roading to the next event at Appleford on June 13th 1959.

Friday the 12th of June proved to be a long day for myself and two others, this was the day we roaded the Prince of Wales from Chilcombe near Winchester to Appleford in Berkshire, this had been calculated to be a journey of about seventy five miles.

We made a very early start I got up at 3.30am. Bob Bailey picked me up at 4.00am he had his mate Ted Smith with him who was coming on the trip with us. We drove out to Chilcombe arriving about 5.00am after un-sheeting the prince Bob cleaned out the fire, swept the tubes etc then lit her up, Ted and I started cleaning, by 7.30am we had finished, Bob had oiled up all round we hitched up the two wheeled trailer which carried the coal and our van behind that, made sure everything was on board climbed up on the footplate and with all our water tanks brim full and safety valves feathering we drove out of the farm yard at almost exactly 8.00am.

We drove round the outskirts of Winchester heading for the A34 to take us up to Newbury, after a while we could see in the distance weight restriction signs indicating there was a bridge up ahead, Bob slowed down and as we got close enough to read the signs we could see the weight restriction was less than the twenty tons which we weighed, we all looked at one another still rolling forward slowly Bob suddenly said "Well lads if the bridge collapses we had better hope we are all killed if we are not Mr Barber is going to moan at us for wrecking his engine", as he spoke he opened the regulator and we shot forward across the bridge and soon left it behind. I have no idea what the classification of the road was if it was an A road and still is, I suppose the bridge must have been strengthened to take modern traffic as some of today's lorries weigh more than twice the amount we did when we crossed.

The morning was dry warm and sunny as we travelled on towards Newbury, after a stop to put up more coal into the tender Bob said would I let Ted steer for a while as he would like to try it, we set off again with Ted steering he soon found that chain steering does not stay straight for long it tends to wander either left or right and one has to keep correcting with a couple of turns on the steering wheel first one way then a minute or so later back the other this takes the slack out of each chain in turn and keeps the front wheels going in a reasonably straight line.

After a while and about ½ a mile of snake like progress Bob stopped and said "I think you had better steer Mike or we shall not get there before dark". With myself steering we rolled into Newbury around 1.00pm. I remember we went straight through the town.

There was quite a lot of traffic and cars parked all along the left hand side, the trailer and the van followed very well behind the engine and we went through quite close to the parked cars around a few corners and came out the other side of the town without too much trouble and carried on heading north. About 8 miles on from Newbury was the small village of East Ilsley in 1959 the main road went through the village but now it is by-passed. There was a steep hill down to the village and nearly down the bottom was a pub right on the edge of the road, local legend tells of several vehicles that got out of control and finished up partway inside the pub. Mr Barber had joined us after we left Newbury and was upon the footplate, we started down the hill in low gear, back brake wound on and regulator closed, Bob was pulling on the reversing lever back partially and then forward again every so often to keep the water moving in the boiler making sure the crown of the firebox was always covered. Of course we were not moving fast enough for the traffic and cars started passing us some having to nip in tight in front of us when another was coming up the hill towards us, Mr Barber was not very happy about this and was leaning out over the off side of the engine shouting at the drivers, from where I was on the steering seat I had a job to make out exactly what he was saying but at a guess would say he was questioning their parentage. We rolled down into the middle of the village then turned right towards the church where there was a large pond, we topped up our tanks, something we would come to regret before the rally was over.

(next month on to Didcot , Harwell and finally Appleford)

Club membership subscriptions are now due, please forward your cheque to the value of £7.00 to the treasurer Mr Charlie Warne, Burnlea Cottage, High Street, Fordingbridge, SP6 2AU.or to the secretary Mr Martyn Jones, 6 Westfield Close, Durrington, SP4 8BY.

Notes from the AGM 2013

The AGM was well supported by club members and the 2012 club officers and committee were once again voted in to do another years service, during the Chairman's report Peter Parrish wished Paul Cosens and Jackie Anderson a speedy recovery from their recent spell in hospital. The Chairman also reported that the club finances have to be annually internally audited in line with other clubs and associations, two club members were proposed and seconded to carry out the task during the coming year.

Any other business raised a few topics, Peter Parrish explained the new boiler steam and hydraulic testing paperwork that has been issued by the Southern Federation, it now being very similar to a full size engine. Peter Parrish also discussed changing the current August 4th Steam and Picnic day at the club house in Andover to a two day event with overnight camping if required, with road runs both days, the event will also welcome non members with engines, etc. Further details will be published as they become available.

John Findley requested that any members with suitable photographs of club events forward them to him for inclusion on the club web site.

Paul Cosens thanked the club for the get well card and visitors during his recent spell in Salisbury Hospital.

There being no further business the AGM closed at 20.30hrs.

After suitable refreshments members were entertained with a series of short films from some of the clubs passed events and a film of traction engines at work taken at the Great Dorset Steam Fair several years ago.

Wood Green

The clubs 2 day event at Woodgreen saw an excellent turnout of 18 members with their engines.

Saturday Trevor Clay was busy up and down the road with his 3" Burrell, working as hard as ever.

Martyn and myself carried out an annual boiler and steam test on Simon Seago 4" Foster, which passed with no problem. Ken Brown brought along his 4" Garrett, which I noticed is up for sale, a very plain engine but is very sound machine which would make a good investment for someone.

It was nice to see Paul Hudson getting use of his 3" Fowler, and Bill Geddes and family running their newly acquired 4" LSM Burrell, complete with their pet dog called 'Burrell'.

Tony and Heather Taylor steamed 4½" Burrell (Cinders) outside the village hall while they drank tea and cake most of the day accompanied by Rod Southern with his 4" American case engine which drew a lot of attention.

Club secretary Martyn Jones's immaculate 4 ½" Burrell steamed well apart from injector refusing to pick up at times.

Andy Rogers Modelworks 4" Burrell seemed to get better every time we see it, never gives any problems 90% of the time, looked after by grandson Elliott.

Treasurer and event's organiser's engine was missing this year but he substituted with a 5" railway loco in the exhibition.

Brian Wiltshire displayed two very good 1½" models, Alchin Royal Chester and Foden, Wattie Pollock, also on the club stand I displayed my wife's 2" Burrell patient 5 ton Tractor with trailer containing my front wheels and axle for the 2" Fowler 16NHP single of 1879 which I am currently building. I was unable to transport my 4" Burrell due to damage to my trailer over the winter months.

Two visiting engines which attended the event were John and Ian Mitchell with 4" Fowler and 4" Foster which unfortunately broke a tooth of top gear while on a road run.

Sunday saw the arrival of Peter and George Hounslow with Henry their dog bringing along granddad's 4½" Burrell.

Steve Frigot with his 4" Foster running very sweetly after a little timing adjustment also Chris Street steamed his trouble free 4" Foster.

All Sunday morning was spent helping Roger Melton with his 4" Fowler road loco trying to get water into the boiler, the pump was removed and after inspection, the ball seats were very badly marked so the fire was dropped and it's back to the workshop!!!

Most of the engines took part in several road runs in the New Forest covering several miles and some very steep hills!

Many thanks must go to Lyn Warne and family for providing food and refreshments to all the club members and to Treasurer Charlie Warne for organising the event.

Report from your chairman.

For Sale and Wanted

Small Bench Pillar Drill, (Draper 5 Speed Hobby Drill) 13mm cap. 600-2600 rpm, spindle travel 50mm, 230v single phase, As new £40 .

Book... " Steam in the Village" by R A Whitehead. Published in 1977, book is complete with dust jacket and in very good condition. £15.00

Large quantity of "Old Glory" and "Vintage Spirit" magazines, FREE ! (Martyn Jones 01980 653385)



Ride on trailer with storage suitable for 3" or 4" scale engine, professionally manufactured steel chassis, pneumatic tyres, all woodwork varnished and in excellent condition, open to sensible offers.

Paul Cosens (tel. 01722 324784)

Nine car factory issued publicity photographs from Vauxhall, Ford and Rootes all black and white and circa. early sixties. Including Rapier saloon and convertible, Vauxhall VX4/90, Cresta and Velox, Ford Zephyr, Zodiac and Classic. £1 each. (Martyn Jones 01980 653385)

Book... "Burrell Showman's Road Locomotives" by Michael Lane. Very good condition but no dust cover. £45.00

Book... "Road Locomotives and Tractors" by Eric Sawford, very good condition with dust cover. £15.00

Book... "The Electric Scenic Railway" by Scrivens and Smith, very good condition, thick paperback book. £30.00.

Book... "Steam Traction Engines in Camera" by Crawley, small tear in back of dust cover. £10.00

Book... "The Traction Engine Archives" by Richard Willcox, mint condition. £35.00

(Pete Parrish 01980 610346)

76 copies of the "Fairground Mercury Magazine". £40.00. (Pete Parrish 01980 610346)



For Sale, 4" Garrett traction engine recent boiler test, sound reliable engine, sensible offers around £13,000. further details, contact Ken Brown, tel. 07900024312

Please send/email/ phone your adverts to the editor

"Just The Ticket Engineering Supplies", Roger Melton (club member) can supply from stock tools and materials for the model engineer and the light engineering industry. Typical stock includes drills, reamers, taps and dies, various lathe and milling cutters, BA nuts, bolts and washers, rivets, paints, steel/brass stock and much more. Catalogues are available so please give him a call on 01980 610058.

End.